

# BookletChart™



## ***Bristol Bay – Cape Newenham and Hagemeister Strait***

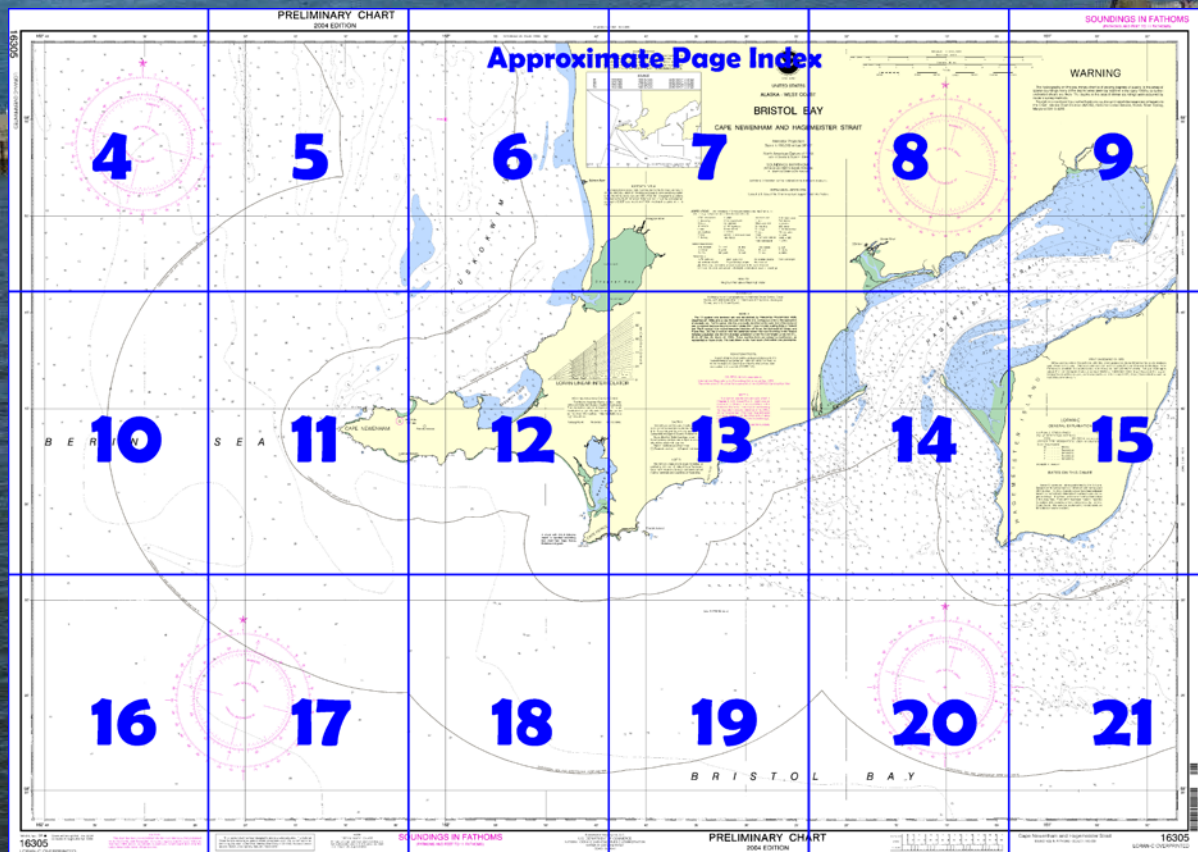
**NOAA Chart 16305**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

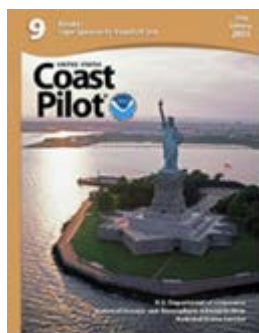
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16305>.



#### (Selected Excerpts from Coast Pilot)

**Kulukak Bay**, entered between **Kulukak Point**, 38 miles NW of Cape Constantine, and Right Hand Point, about 9 miles WSW, is shoal; there is a depth of 3 fathoms just inside the entrance and the N half dries at low water. The buildings of an abandoned native village are above the bluff at the NW corner of the bay.

**Togiak National Wildlife Refuge** includes Kulukak Bay and is a Marine Protected Area. **Pilotage, Kulukak Point.**—Pilotage, except

for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.) **Togiak Bay**, N of the Walrus Islands, and about midway between Cape Constantine and Cape Newenham, is shoal; the head of the bay uncovers to the S for 3 to 4 miles. A submerged ledge and rock extend 0.2 and 0.5 mile, respectively, from **Rocky Point** at the E entrance of the bay.

**Togiak** is near the head of the bay. The waters off Togiak are shallow and not navigable during low water. Good anchorage can be had for deeper draft vessels on the E side of the bay about 1 mile off **Anchor Point** in 5 to 6 fathoms of water, sand bottom.

**Pilotage, Togiak.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

**Current** observations were made in 1948 for a period of about 10 hours, about 8 miles SW of Hagemeister Island. The current sets approximately 335° and 165° with velocities at strength of about 0.8 knot and 1.5 knots, respectively. In 1985, the NOAA Ship RAINIER anchored 3 miles off the SE corner of Hagemeister Island observed currents flooding 070° and ebbing 240° at velocities up to 4 knots.

**Caution:** In 1983, the Coast Guard reported that as a result of flooding in the area, about 20 ocean shipping containers were washed into the Kuskokwim River from the riverbank at the village of Napakiak, about 12 miles SW of Bethel. Reports indicate that several of the containers sank in the river near the village, and the remainder of the containers were carried downriver and sank. Mariners are advised to exercise caution in navigating Kuskokwim Bay and River.

**Goodnews Bay** is shoal except for a channel with depths ranging from 1¼ to 12 fathoms that leads through the entrance to a point about 1 mile inside. This channel affords good anchorage, either in the middle of the entrance or up to 0.8 mile inside the bay on a line approximately NE of the S tangent of North Spit. Inside the entrance the strength of the tidal currents reaches a maximum of about 2.5 knots in a direction parallel to the axis of the channel. (See Tidal Current Tables for predictions.) Along the NE shore of South Spit the ebb current is very strong, and during the flood an eddy sets N along this shore. The holding ground is good. Small craft can select from the chart a place that affords the best shelter. A restricted anchorage for small vessels is about 1 mile S of the S entrance point, but local knowledge is necessary for its use.

**Pilotage, Goodnews Bay.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.)

**Bethel**, 65 miles up the Kuskokwim River, is considered the head of ocean navigation. From here river boats operate to points on the upper river.

Bethel Small Boat Harbor has berthing space for approximately 100 vessels. In 2004, 3.1 feet was available in the access channel with shoaling to 2 feet along the S edge at the entrance and 3.5 feet was available in the basin with shoaling near the boat ramps. An overhead power cable with a clearance of 35 feet crosses the access channel to the small boat harbor.

**Pilotage, Bethel.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

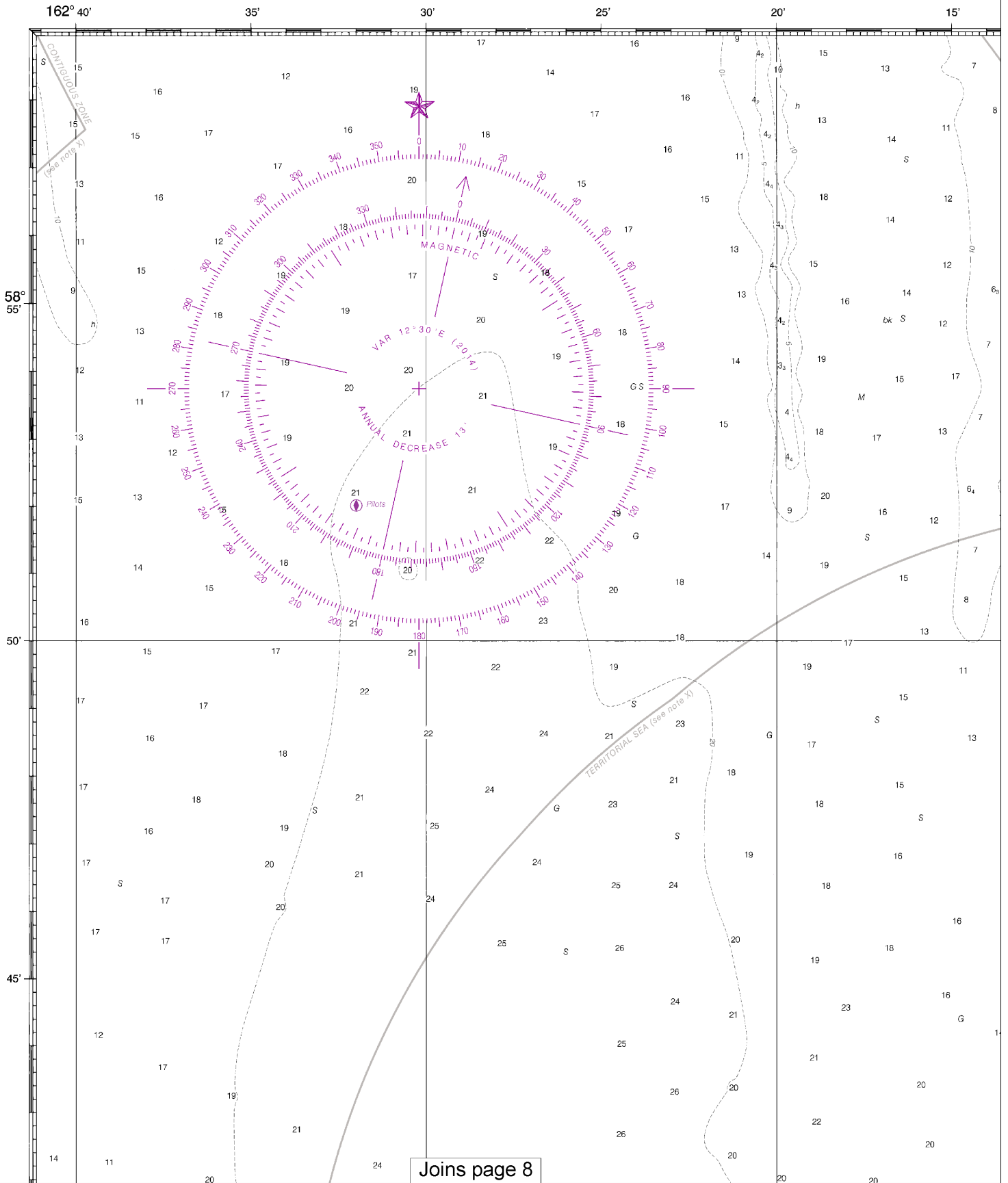
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16305



Joins page 8

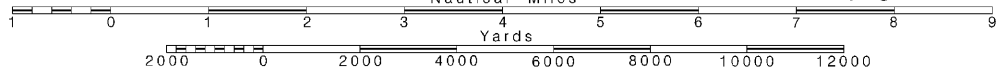
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

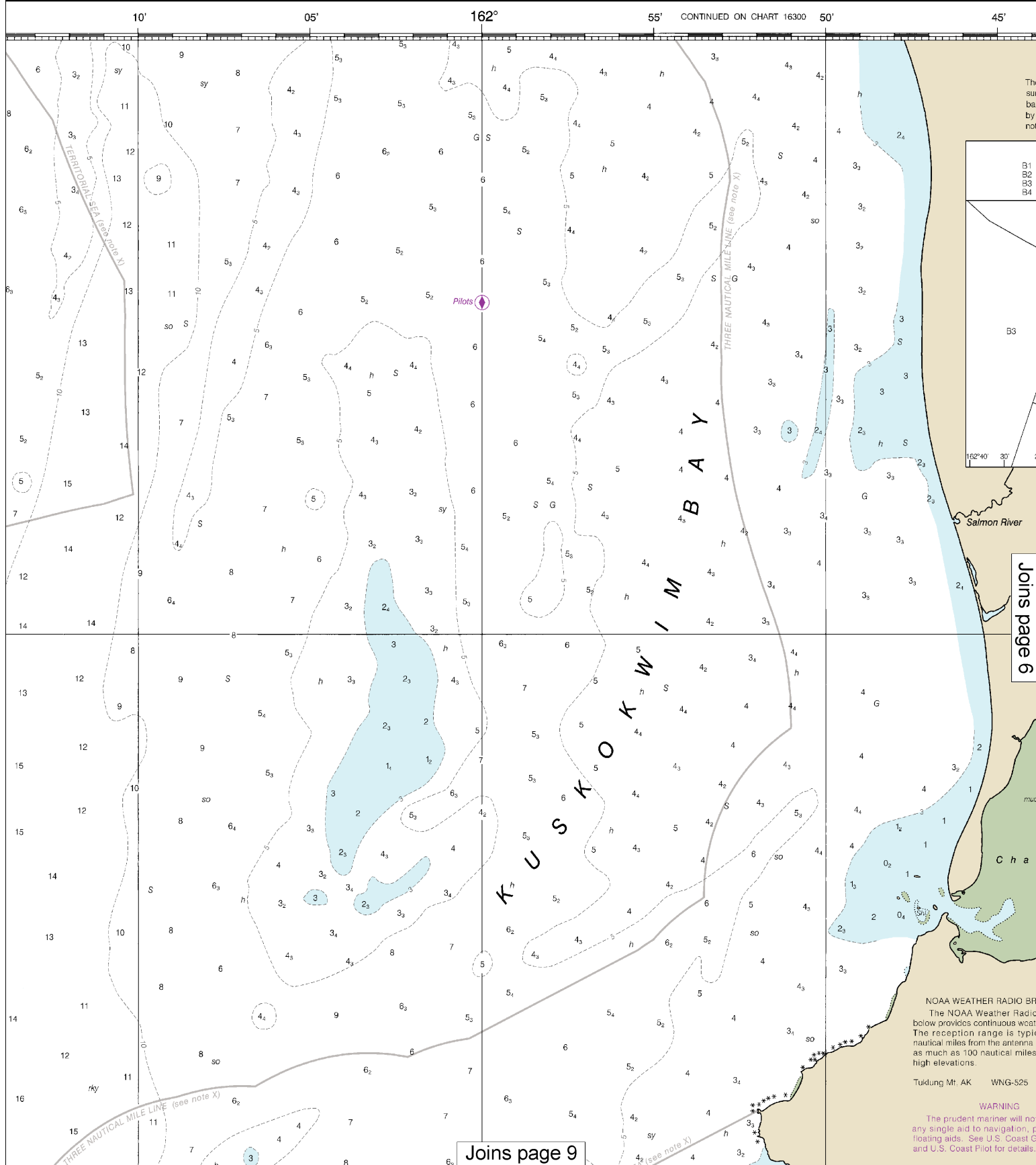
See Note on page 5.



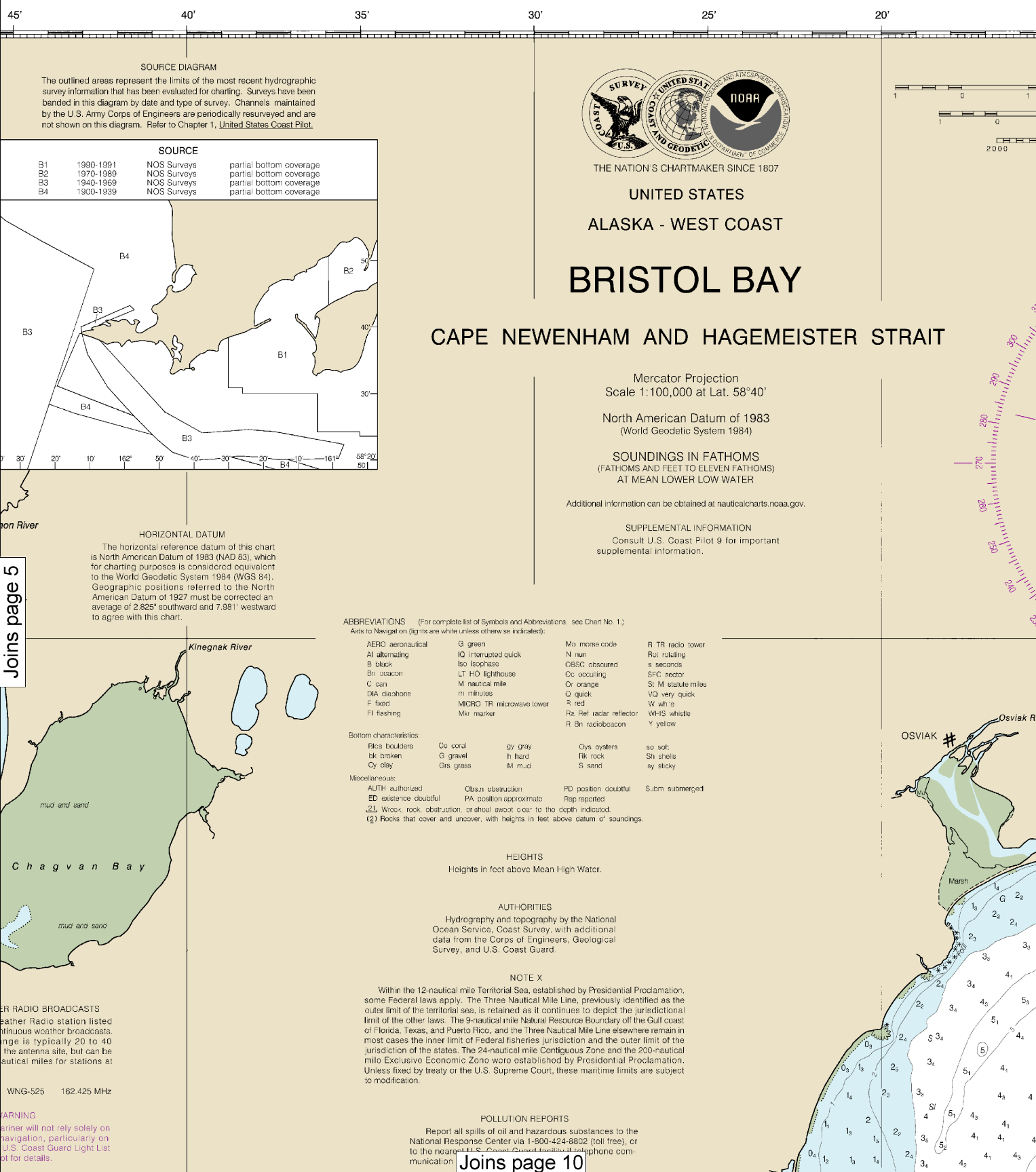


# IMINARY CHART

1st Edition Ma



This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:142857. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



Joins page 5

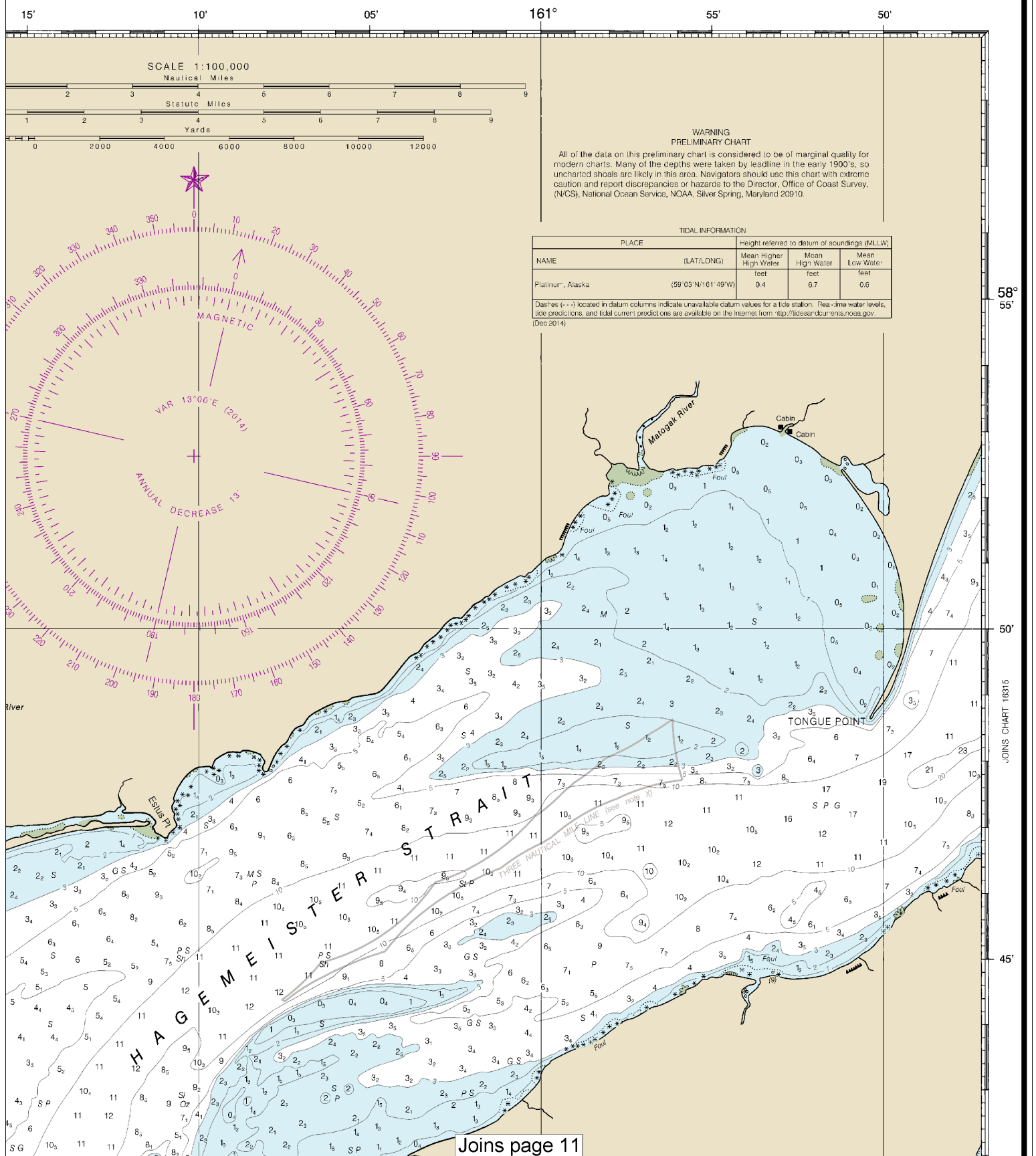
Joins page 10

6

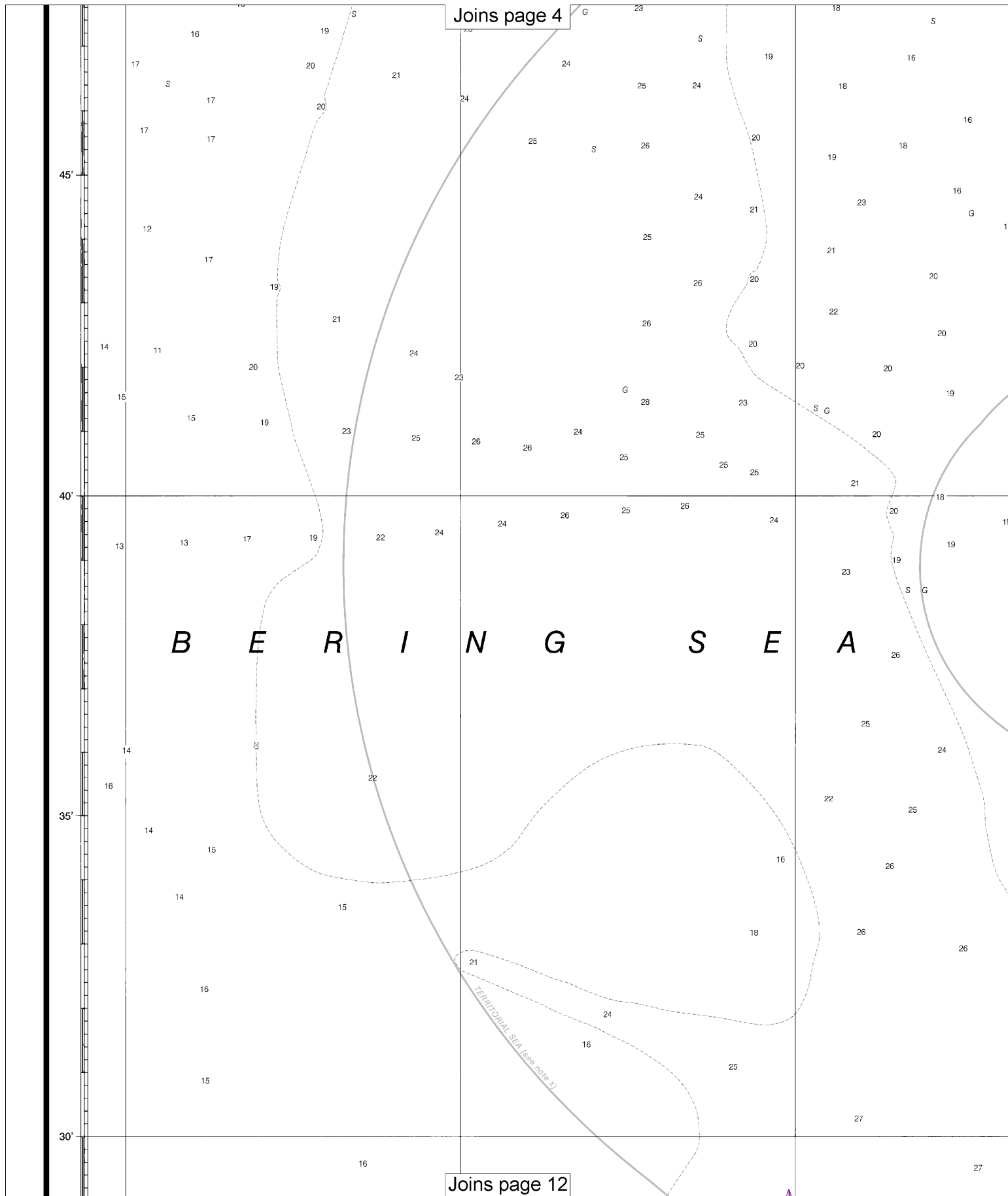
Note: Chart grid lines are aligned with true north.

# SOUNDINGS IN FATHOMS

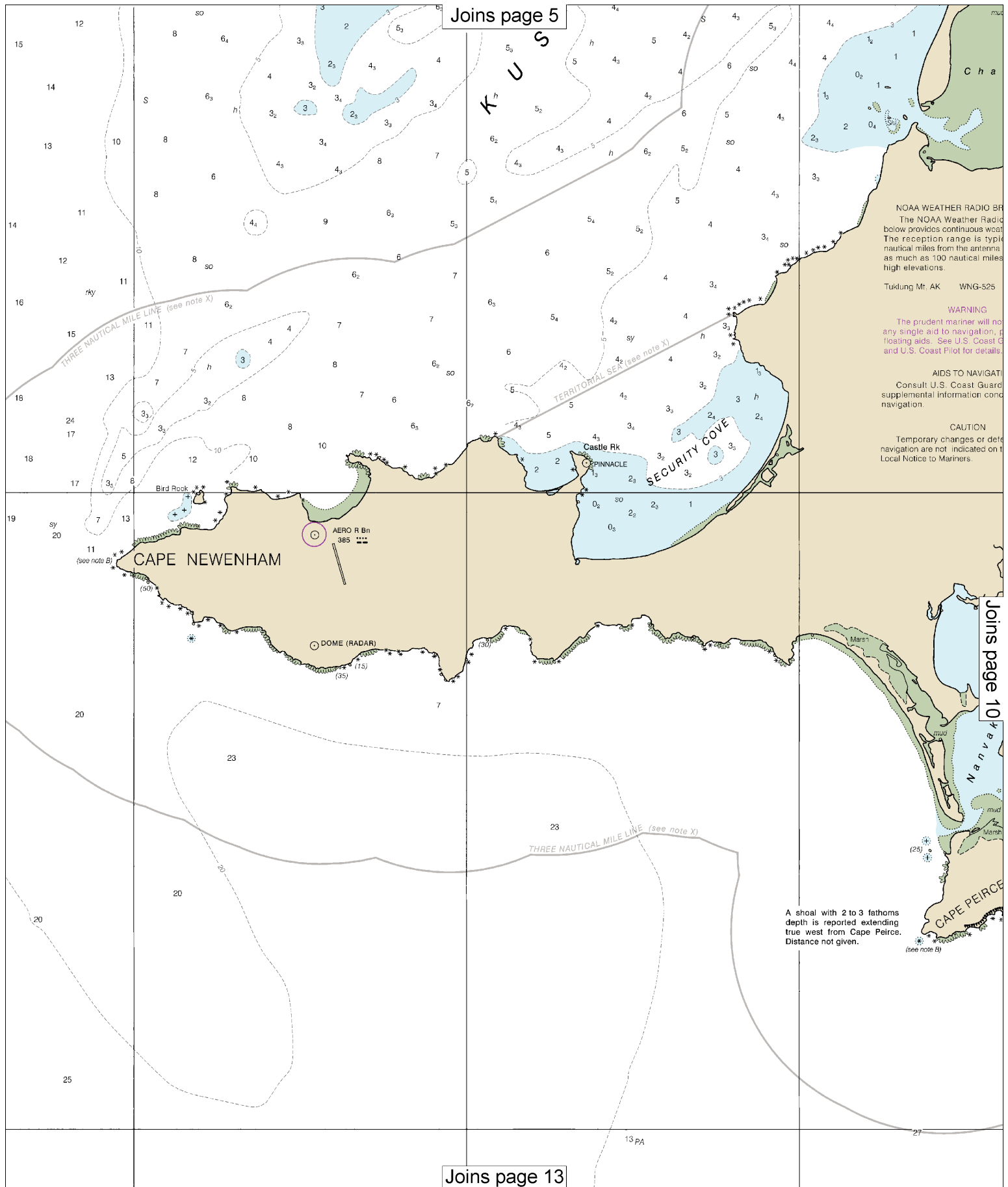
(FATHOMS AND FEET TO 11 FATHOMS)



Last Correction: 2/9/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)







Joins page 5

Joins page 10

Joins page 13

NOAA WEATHER RADIO Bn  
The NOAA Weather Radio Beacon below provides continuous weather information. The reception range is typically 20 nautical miles from the antenna, as much as 100 nautical miles in high elevations.

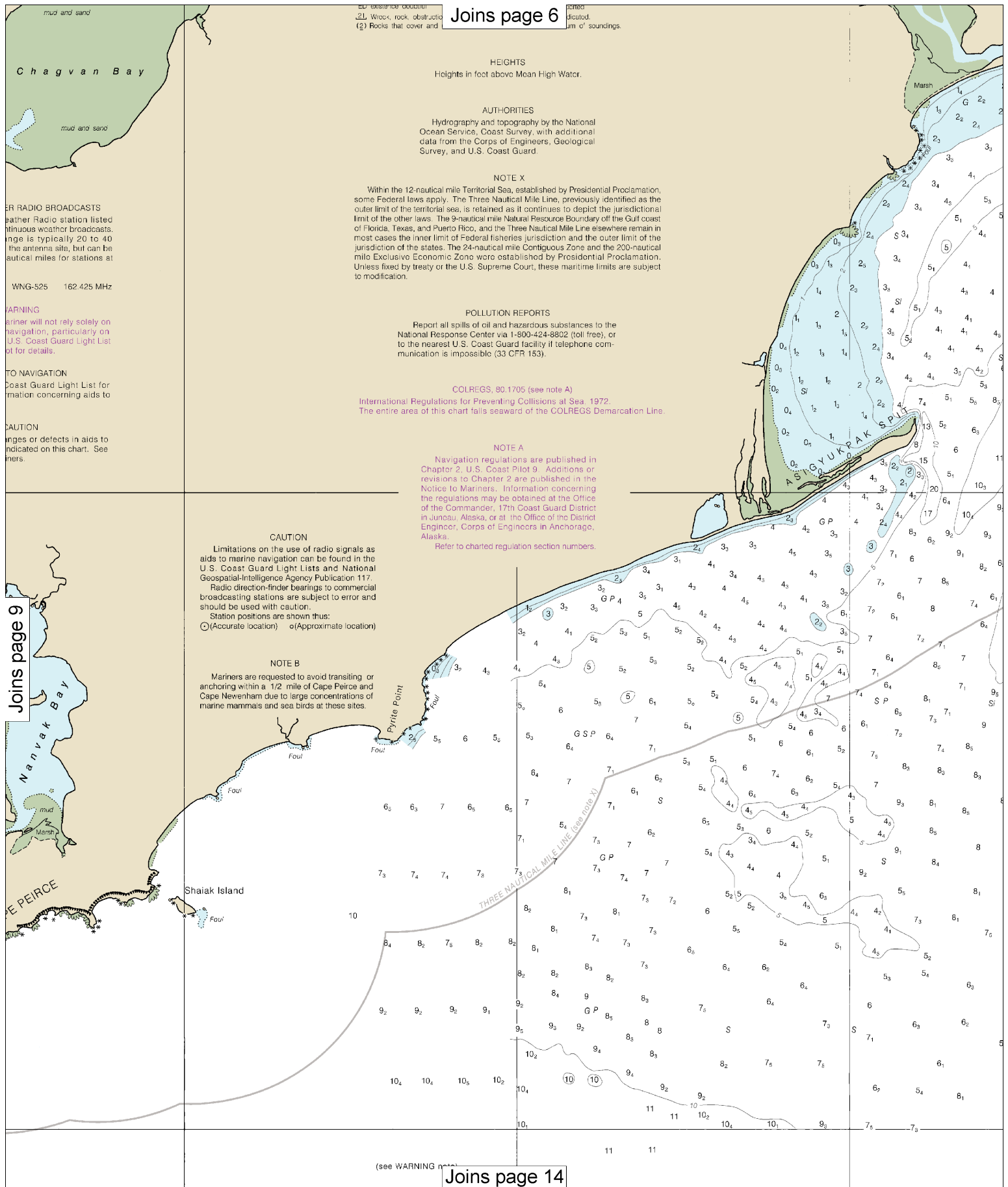
Tukling Mt. AK WNG-525

**WARNING**  
The prudent mariner will not rely on any single aid to navigation, including floating aids. See U.S. Coast Guard and U.S. Coast Pilot for details.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard supplemental information concerning navigation.

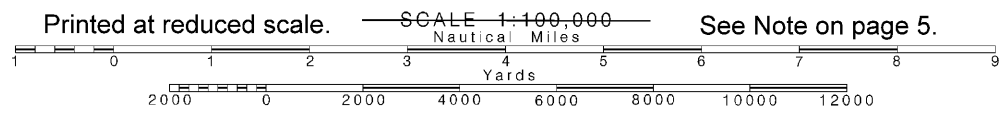
**CAUTION**  
Temporary changes or deletions of navigation aids are not indicated on this chart. Local Notice to Mariners.

A shoal with 2 to 3 fathoms depth is reported extending true west from Cape Peirce. Distance not given.

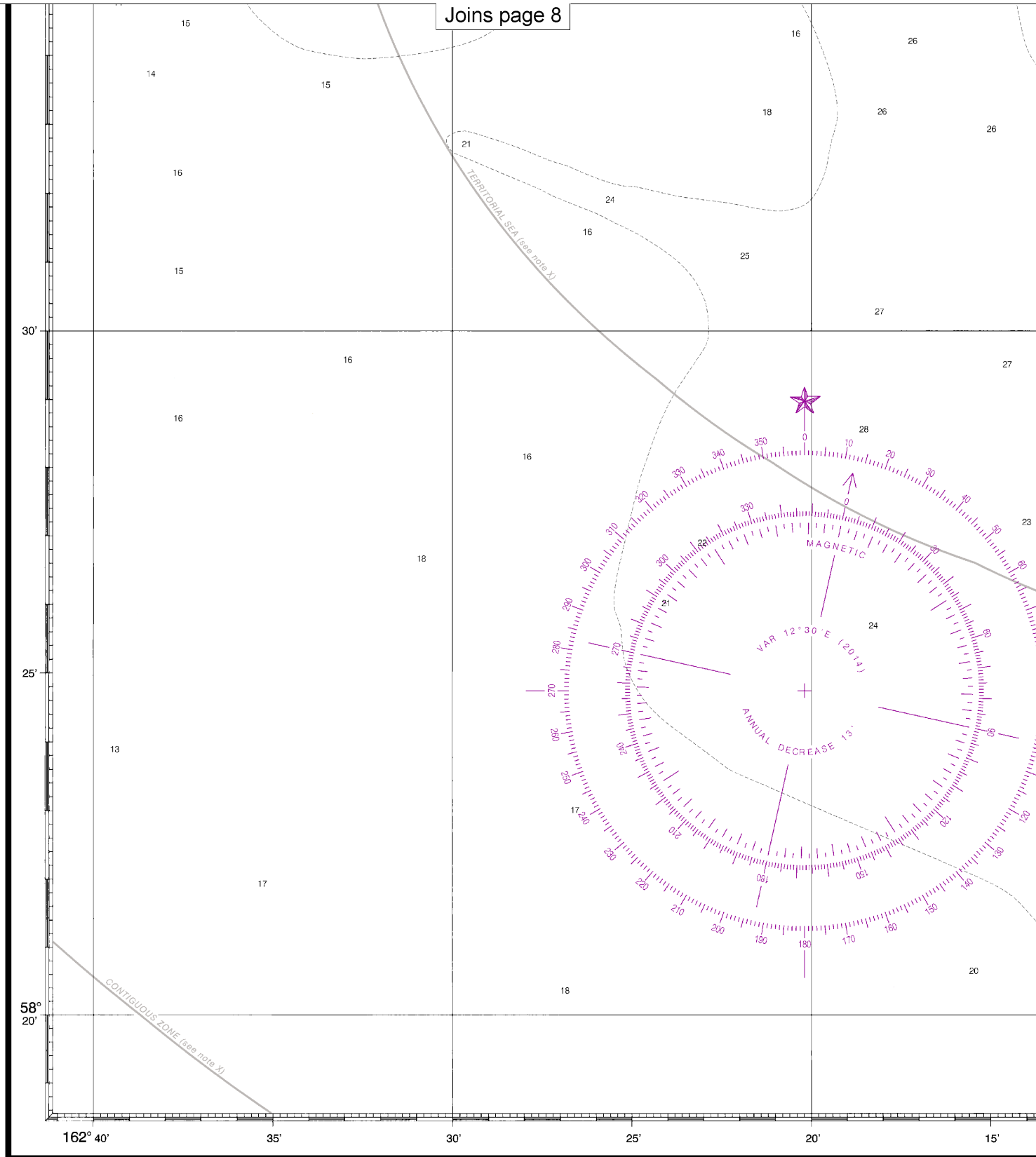


10

Note: Chart grid lines are aligned with true north.







11th Ed., Dec. 2014

16305

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Last Correction: 2/9/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

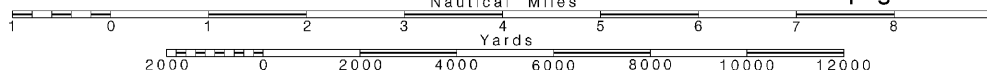
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

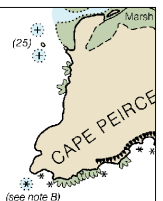
SCALE 1:100,000

See Note on page 5.

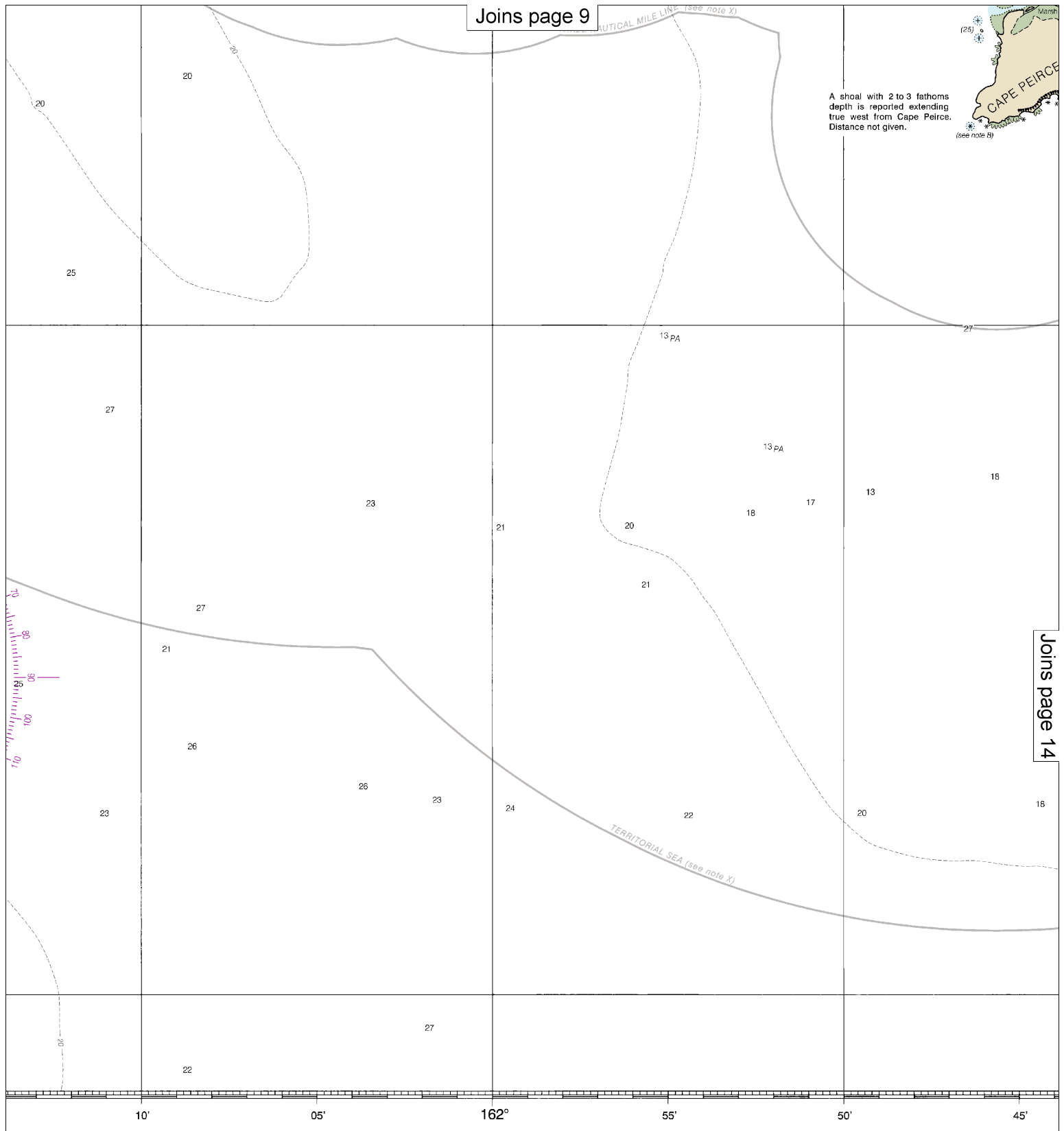


Joins page 9

NAUTICAL MILE LINE (see note X)



A shoal with 2 to 3 fathoms depth is reported extending true west from Cape Peirce. Distance not given.



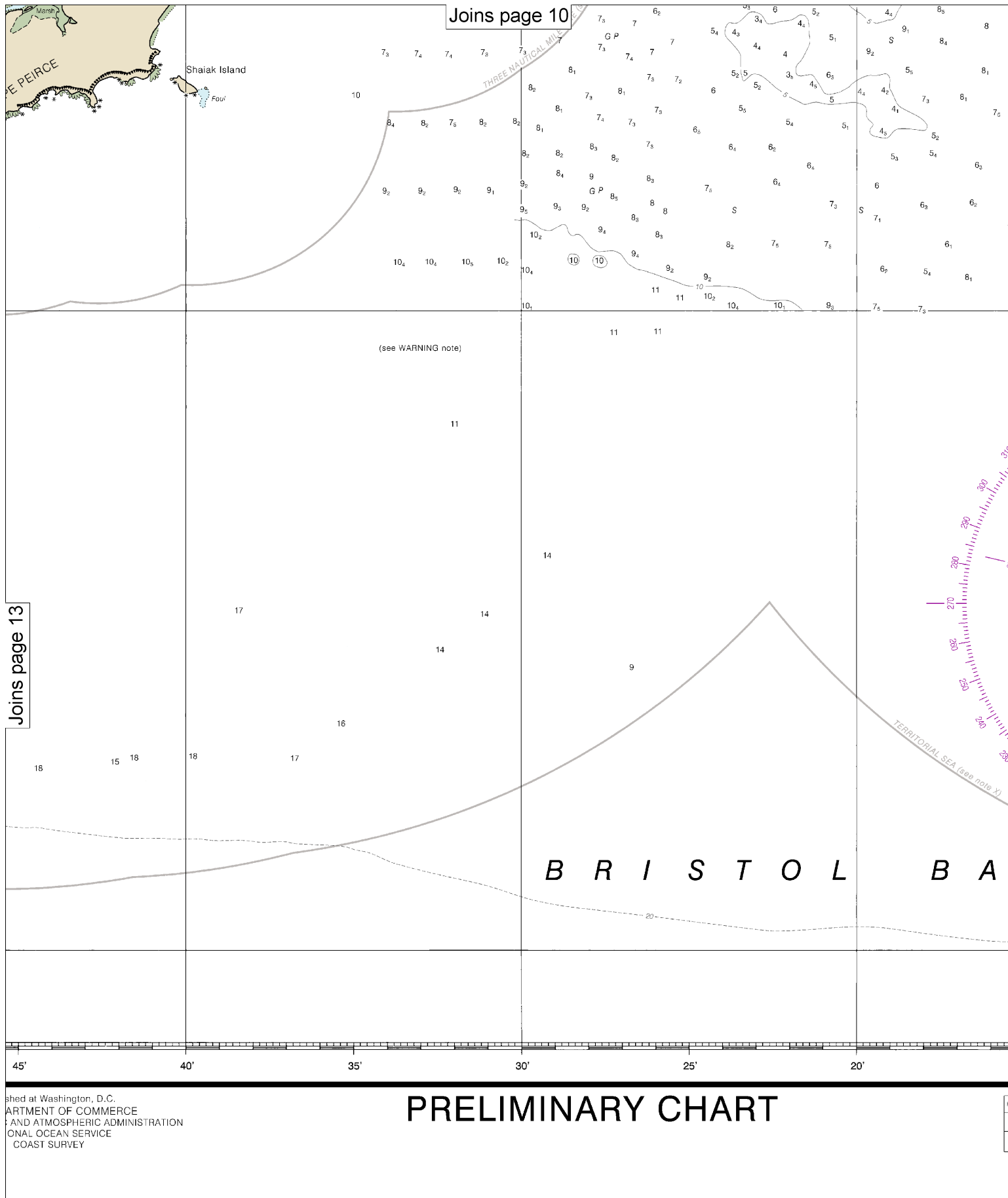
Joins page 14

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

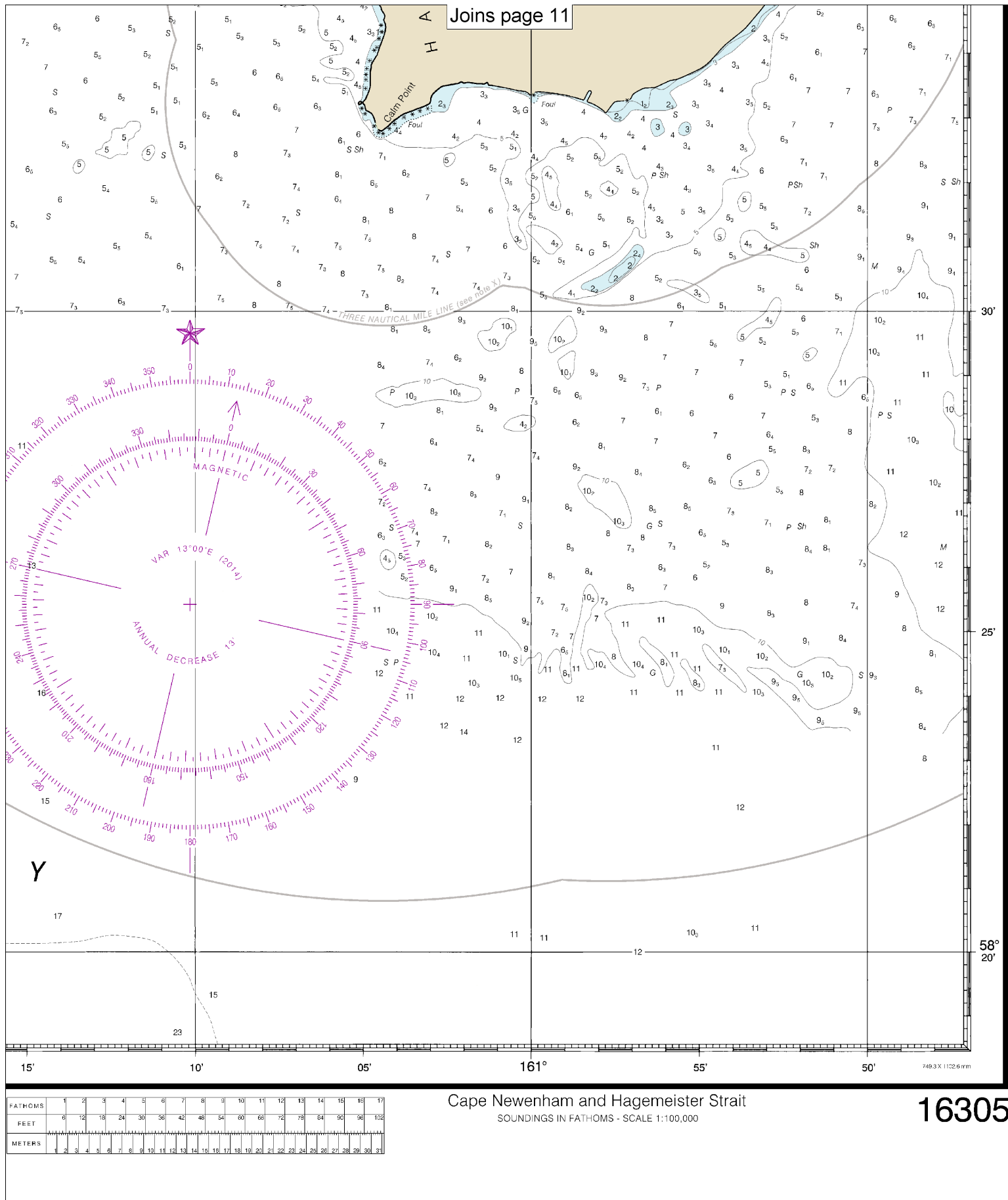
Published at Was  
U.S. DEPARTMENT  
NATIONAL OCEANIC AND ATMOSPHERIC  
NATIONAL OCEANOGRAPHIC  
COAST SURVEY





14

Note: Chart grid lines are aligned with true north.



16305



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.